

## NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT,  
PROPRIETOR.

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VOLUME XL.....NO. 35

## AMUSEMENTS TO-NIGHT.

PARK THEATRE.  
Broadway.—French Opera House.—GROFFLE-GROFFLA.  
at 8 P. M. Mile. Corralle Gifford.

BROADWAY.—TICKET OF LEAVE MAN, at 8 P. M.; closes at 10:45 P. M.

SAN FRANCISCO MINSTRELS.  
Broadway, corner of Twenty-ninth street.—NEGRO MINSTRELS, at 8 P. M.; closes at 10:45 P. M.

ROBINSON HALL.  
Sixteenth street.—BEGONE DULL CARE, at 8 P. M.; closes at 10:45 P. M.

GLOBE THEATRE.  
Broadway.—VARIETY, at 8 P. M.; closes at 10:45 P. M.

WALLACK'S THEATRE.  
Broadway.—THE SHAGBURN, at 8 P. M.; closes at 10:45 P. M.

BROOKLYN THEATRE.  
Washington street.—LITTLE EMILY, at 8 P. M.; closes at 10:45 P. M.

ACADEMY OF DESIGN.  
corner of Twenty-third street and Fourth avenue.—EXHIBITION OF WATER COLOR PAINTINGS. Open from 9 A. M. to 10 P. M.

WOOD'S MUSEUM.  
Broadway, corner of Thirtieth street.—WITCHES OF THE DAY, at 8 P. M.; closes at 10:45 P. M.

METROPOLITAN THEATRE.  
No. 556 Broadway.—VARIETY, at 8 P. M.; closes at 10:45 P. M.

NEW YORK STADT THEATRE.  
Bowery.—EIN STAUBSCHENKUN, at 8 P. M.; closes at 10:45 P. M.

OLYMPIC THEATRE.  
No. 684 Broadway.—VARIETY, at 8 P. M.; closes at 10:45 P. M.

THEATRE COMIQUE.  
No. 514 Broadway.—VARIETY, at 8 P. M.; closes at 10:45 P. M.

BROOKLYN PARK THEATRE.  
POLONEL SIN'S VARIETY, at 8 P. M.; closes at 10:45 P. M.

ROMAN HIPPODROME.  
Twenty-sixth street and Fourth avenue.—Afternoon and evening, at 2 and 8.

TONY PASTOR'S OPERA HOUSE.  
No. 201 Bowery.—VARIETY, at 8 P. M.; closes at 10:45 P. M.

FIFTH AVENUE THEATRE.  
Twenty-eighth street and Broadway.—WOMEN OF THE DAY, at 8 P. M.; closes at 10:45 P. M.

LYCEUM THEATRE.  
Twenty-ninth street and Broadway.—AS YOU LIKE IT, at 8 P. M.; closes at 10:45 P. M.

BRANT'S OPERA HOUSE.  
West Twenty-third street, near Sixth avenue.—NEGRO MINSTRELS, at 8 P. M.; closes at 10:45 P. M.

GERMANIA THEATRE.  
Fourteenth street.—DER GEFÄHRLICHE KUNSTSTÜCK, at 8 P. M.; closes at 10:45 P. M.

## TRIPLE SHEET.

NEW YORK, THURSDAY, FEBRUARY 4, 1875.

From our reports this morning the probabilities are that the weather to-day will be cold and clear.

WALL STREET YESTERDAY.—The stock market was depressed. Gold advanced to 115½, but closed at 114½. Foreign exchange was firm and money unchanged.

THE ENGLISH LIBERAL PARTY.—The Marquis of Hartington has been unanimously chosen leader of the liberal party in the Parliament of Great Britain, and will have such strong men as Gladstone, Bright and Lowe at his back.

THE CENTENNIAL at Philadelphia promises to be something of a colossal nature. A distinguishing feature will be a grand international regatta on the Schuylkill River, in which the best oarsmen of England signify their intention of becoming contestants with our knights of the oar.

THE CANADIAN RECIPROCITY TREATY was the theme of an interesting speech by Mr. Morrill, of Vermont, in the Senate yesterday, and we have news this morning that the question was afterwards taken up in executive session and the treaty rejected. From this we infer that the public speech is to be taken as the basis of the executive action. If this is in fact the view of the majority we must demur to it, as the propositions of the Vermont Senator are entirely too narrow for a rule of conduct between two great countries.

THE COMPTROLLER'S LOGIC.—The Board of Apportionment met yesterday, and during the session Mr. Green made use of the following expression, which the poor, unpaid scrub women of the Court House and City Hall may read with interest:—"I do not think there ought to be any delay in paying any one to whom the city owes money." And how admirable was Mayor Wickham's answer:—"I am indeed very happy to hear that the Comptroller has come to that wise conclusion." Ingenious Mr. Green! Sarcastic Mr. Wickham!

CARPENTER'S DOWNFALL.—One by one the friends of Cesar are falling. Butler was swept away in September, and with him fell many less famous but not less zealous adherents of the Executive policy. It was still believed after the battle, however, that at least two of the leaders were saved where so many nameless heroes were lost forever. These were Chandler and Carpenter. But first the former was slain, and now we have news that the latter also is destroyed. There is in all this a most salutary lesson. The people have determined that personally and politically our statesmen shall hereafter maintain themselves upon a much higher level than was the practice in the last few years, and the Senate and the country will be all the better for the admonitions which the downfall of Carpenter and men like him bring to the attention of our public men.

## Rapid Transit—The Duty of Our Millionaires.

If in a multitude of counsellors there is safety we may feel sure that out of this rapid transit discussion we shall have a plan worthy of the city. A beautiful aspect of the discussion is that it shows the people to be thoroughly aroused. There is nothing New York cannot do if it only makes up its mind to do it. The trouble about rapid transit in the past has always been that the people never entered heartily into the movement. They have never believed it possible. Everybody felt the serious want, in a dreamy, listless, languid way, hoping against hope, mourning over the city's paralysis, the tendency of population towards Kings county and New Jersey. But when rapid transit came it was either as a job or a ring. One scheme destroyed another, and above all was a small, selfish, jobbing class who feared that any extension of the city limits or any addition to the happiness of our people would in some way affect their own property. Consequently rapid transit never became a purpose until the present time. Now the necessity is so apparent that the people insist upon it as a matter of municipal life or death.

We cannot take any of the half-dozen lines of railway which converge either in Jersey City or Hoboken without witnessing what quick transit has done for New Jersey and lamenting the evil effects of slow transit in New York. It is only a few years since both of these cities were either wood or meadow. Now they are looming up into commercial rivals of the metropolis, while beyond them, far into the State, is city after city, each of them representing the depleting forces which have been operating against New York. There is no reason to regret that these places have grown with a prosperity unexampled in the history of the world, but we ought at least to learn the lesson of their growth. They could not have been but for the rapid transit which the railways afforded from the business centres of this city. It was easier for the downtown merchant to go to Orange, Elizabeth or Paterson, or even New Brunswick or Morristown, than to Harlem or Manhattanville, and so New Jersey gained what New York lost. For ten or fifteen years there has been an uninterrupted heira across the North River, and during all these years we have talked rapid transit, and yet we have talked it with the want of purpose which characterizes children who build castles in the air to forget them before they are built. While our splendid underground or elevated railways were constructed only in words or on paper and our purposes seemed the sole chatter of children, New Jersey called a score of cities into existence, each one of which is a monument to our foolishness.

The solemn fact is now apparent that New York stands still, while her suburbs rush forward toward metropolitan wealth and supremacy. The last decade shows that Jersey City has increased in a larger ratio than any city in the Union. Of course this means not the increase of a sister city, but the decline of New York. This atrophy has not only injured the business section below the City Hall, but the wide outlying districts of Westchester. New York city is rapidly and practically abandoned to beggars and millionaires. The great middle class—our business men, our mechanics and artisans, our professional men, who are the glory and strength and real sinew of a community, have been driven out of the city limits. The exodus still continues. To arrest this, to make New York the home of the poor as well as the palace of the rich, to keep within its limits the money earned by its citizens, is the purpose. It is, as we have said, the life or death of New York.

There are many ways of attaining this result. The most feasible plan is that which addresses itself to the patriotism, the municipal pride, even the business interests of our wealthy citizens. The prosperity of New York for the last fifty years has developed a large class of very rich men. Their property represents the growth and grandeur of the metropolis. The possession of wealth brings opportunities and duties, a desire for fame and usefulness, a wish to stand well in the public estimation. How, therefore, can this class gratify these natural yearnings better than by giving us rapid transit? They would thus build a monument more enduring than bronze. Not only would it be an advantage to the people, an honor to their name, a credit to their public spirit, but it would be of business value. Men of large fortunes, like Astor, Stewart, Vanderbilt, Cooper, Tilden, Anderson, Brown, Belmont, Duncan, Lenox, Dodge and Goetz, can do this. Here are a dozen gentlemen who can contribute a million dollars each toward the building of a city steam railway. They could even make it a present to the city without feeling the burden. Many of them, in fact, would regain the amount of their contribution in the increase of their own property and resources. What is asked now is not simply a gift like the gifts made during the war, when vast sums were poured into the coffers of the Sanitary Commission for the benefit of our soldiers, but an investment. We do not see any reason to doubt that a properly built steam railway through the city of New York would be a desirable investment, an immediate income to its owners and from year to year the source of a larger and larger revenue. So that the demand for rapid transit affords these largely endowed gentlemen an unique and attractive opportunity of making a good investment and gaining a national renown. To them would be given the honor that New York now gives to the far-seeing statesman who built the Erie Canal. The effect of that measure was to open the resources of New York and so develop them that this State became the first in the Union and the city among the first in the world. Fifty years have passed since that blessing was obtained; now comes another opportunity. In many respects, to the city especially, rapid transit is a higher necessity than the Erie Canal. We repeat, it is virtually the life or death of New York. If we mean to maintain our metropolitan supremacy we must confirm it. The men to do it are these highly favored fellow citizens who owe their wealth largely to the business prosperity of the metropolis in the past, and who, we are confident, will only be too glad to have an opportunity of contributing to the consolidation and perpetuation of the city's greatness.

In another sense such a movement would

be a high advantage. One of the criticisms upon republicanism in America is that it generates a class of selfish, sordid, rich men, without public spirit, who live only for vain display, who yearn for the titles and complaisances of a courtly life. We are told that this possession of large wealth deadens public spirit and patriotism. We do not believe this. New York and other cities have too many reasons to be proud of their rich men—of Girard and Peabody and Cornell, of Astor, Stewart, Cooper and Lick, and others whose names have become identified with acts of munificence and charity—not to feel that this stigma is unjust. Here is another opportunity to show how false it is. When, therefore, we appeal to the rich men of New York to take command of this glowing, burning, enthusiastic movement; to put themselves at the head of the people and give us rapid transit, we appeal to a sentiment that has never been invoked in vain. It is in their power, by a moderate, careful and judicious measure; in the power of the men we have named and others like them, to give New York an impetus and confer upon the people a blessing that cannot be overestimated. Therefore, as a blessing to the city and an advantage to the country, in a public sense and in a moral sense, as showing that great wealth does not deaden patriotism, we are persuaded that our rich men will not listen in vain to the appeals now made to them by the general voice of the people.

## The Mississippi River—What Shall We Do with It?

Elsewhere we give the report of the board of officers appointed under the act of Congress of June 23, 1874, in reference to the improvement of navigation at the mouth of the Mississippi River. The persons appointed to this service were three officers of the Engineer corps of the United States Army, Lieutenant Colonels Wright and Alexander and Major Comstock; one officer of the Coast Survey, Professor Henry Mitchell; and three engineers from civil life, Messrs. T. E. Sickles, W. Milnor Roberts and H. D. Whitcomb. This board visited in Europe and Africa the various points at which engineering science has triumphed over difficulties similar to those found in the case before them. They visited the mouths of the Rhone, the Vistula and the Danube, and examined the works of the Suez Canal, and in the light of the knowledge thus acquired made the surveys in Louisiana. They have now terminated their labors by the presentation of a report of that admirable class which gives all the necessary facts of a great case in a few pages, and bases a positive recommendation on the facts shown to exist.

It is deemed feasible to accomplish in the Mississippi all that is necessary in either one of two ways—by cutting a canal from a given point in the course of the river through the land to deep water, or by such constructions of jetties or long piers at the mouth of one of the channels now open as will keep the current of the river sufficiently close to dredge out the stream and prevent deposit, or at all events deposit within a depth where it could do harm. Of the board of seven persons six favor the latter plan, one only—Lieutenant Colonel Wright—being in favor of a canal. In addition to the various reasons given in full in the report why the committee believe the improvement of the South Pass far preferable to the construction of a canal, the important element of cost is also in its favor. To construct and maintain the canal would cost \$11,514,900, and the works at the South Pass would cost for construction and maintenance \$7,942,110.

THE CIVIL RIGHTS BILL.—The time of the House of Representatives was mostly taken up yesterday with the discussion of the Civil Rights bill. The discussion has no interest or importance, and the proceedings would have been exceedingly dull but for an episode, in which General Butler took a leading part. His language was insulting to the white people of the South, but only a sample of the partisan epithets in which too many of our public men indulge; and Mr. McLean, of Texas, in reply, used words that were even more offensive. Then there was a scene which was disgraceful to all concerned in it, and not less to Mr. Randall for his use of slang and Mr. Cox for his dull witticisms, than to the others. The only member who met the matter with proper dignity and decorum was Mr. Lamar, of Mississippi, and he did himself honor by making his point without any bitter words of his own. It was one of those scenes which relieve the dullness of debate but injure all who take part in them. A vote will probably be reached to-day, and as the Senate bill, the substitute of Mr. White and the amendment of Mr. Kellogg striking out everything relating to schools in the first section are now all before the House, it is probable the whole matter will soon be out of the way, for the present at least.

BEGOR AT ALBANY.—It is but natural that the bill proposed at the State Capital in regard to a Society for the Prevention of Cruelty to Children should be met with lively objections. Measures that give any right to public functionaries to enter a domicile or to interfere in a family with what is regarded so commonly as the prerogative of paternal authority are never looked upon with favor by a people jealous of the encroachment of authority. In this case the proposed law is in the name of a good cause, and justly has the sympathies of many people; but this is no reason why its terms should not be so guarded as to prevent any great liability to abuse. This is the more necessary because of the association with the measure of the name of Mr. Bergh. Mr. Bergh is a man of good intentions, and men of good intentions have ruthlessly slaughtered humanity for ages with the most philanthropic purpose to make men virtuous. In the hands of a fanatic the best law becomes a ready means of oppression, and our experience with the law in regard to animals should inspire caution in regard to any other laws that are to be administered in any degree by the same man.

AN ENGLISH SUBJECT can always feel secure and confident of protection from his government in any part of the world. One has been imprisoned at Aspinwall and a consul at that port has been assaulted, according to our news to-day. Consequently a British man-of-war has been ordered to proceed to the isthmus to inquire into the matter—a more efficient remedy than voluminous despatches from our Department of State.

## The Police Force—Reforming Backward.

We alluded a few days ago to the case of a Paris detective, who, having been found in collusion with thieves, receiving money from them and protecting them from arrest, was sentenced to five years' imprisonment. An example like this is calculated to keep a detective force honest and to make it efficient. If the corrupt officer had simply been removed from the detective department and put on patrol duty, or detailed for special service at a hotel, a court of law or some other public place, the tendency of the act would have been to demoralize the force and to render life and property in the city insecure. A man who would connive with thieves as a detective would be very likely to lend valuable assistance to burglars as a patrolman.

"They order these matters better in France" than we do in the United States, or at least in New York. A short time ago the Police Commissioners discovered, or affected to have discovered, corrupt practices on the part of some of the captains. It was common talk among the Commissioners that in this or that precinct the captain was supposed to be in league with panel house proprietors and other violators of the law, and to levy upon such persons a regular tax, in consideration of allowing them to pursue their business without molestation by the police. It does not appear to have occurred to any Commissioner that a captain who would be guilty of such conduct was unfit to be on the police force in any capacity whatever. All that the Board deemed necessary in the case was to "break up the rings" by changing the captains round into different precincts. To be sure, there was nothing to prevent the transferred officers from forming new combinations of a similar character in their new precincts or from making over their profitable arrangements to their successors. The Commissioners only desired to make a show of activity and "reform," and were indifferent as to what the intrinsic value of the reform might be. More recently they have made a similar stir in the detective department. Having made up their minds that about half the detectives were in league with thieves and making fortunes through protecting the perpetrators of crime from arrest, they order the suspected men to put on the uniform and do patrol duty or detail them to hotels and courts of law. Again, it does not seem to have occurred to the Commissioners that untrained officers who were the accomplices of thieves would be the same after they had put on the uniform, and would indeed possess a yet more dangerous power as patrolmen than as detectives. In Paris the captains and detectives against whom these crimes were alleged would have been tried, and if convicted would have suffered the penalty. The action of our New York Police Commissioners only proves that the real reform of which the force stands so much in need can only be secured by commencing at the head of the department.

## Organizing the Septennate.

It is probable that the vote in the French Assembly on the amendment to section fourth of the Ventavon bill is part of a bargain of which the other parts are not yet apparent; because it is not in character for all the republicans of every shade from red to blue to vote together on any measure without such a definite reason as a bargain might involve, more especially when the measure in support of which they are thus grouped is one that may give a soldier and a senatorial clique power to turn the representatives of the people out of doors whenever they are found obstinate in the assertion of the national will. Section fourth of the Ventavon bill gave to the Marshal President the power to dissolve the Assembly, and required that in case of dissolution elections for a new Chamber should be held within six months. The Wallon amendment required that the dissolution should not be on the mere decision of the Executive, which would put the House always in the power of a Ministry; but should be "by the advice and consent of the Senate," a body the creation of which is provided for by the bill of Lefevre Pontalis. Certainly this is a limitation of the power that would have been given as proposed by Ventavon; but it is not a limitation that can be palatable to republicans, for the Senate, if constructed as the law projects, will never be a body in sympathy with any decidedly republican system. Half its members will necessarily be firm adherents of privilege, and the half that issues from election could only equal these if such a miracle were to happen as that every man elected should be a republican. Preferred, therefore, even as the least of two evils, dissolution, as voted, can be very little better than dissolution as proposed in the original bill, and the republicans might have been expected to oppose either with equal determination; for soldiers will always be apt enough at the dispersion of legislatures where they have the power, and where they doubt their power it is not in the interest of liberty to give them the encouragement of constitutional forms. But it is probable that all the elements of the Left have voted this measure out of complacency to the republicans nearer the Right, on a pledge that the republicans of the Right Centre will vote with them in turn for the modification of the bill creating the Senate or on some other point to which the Left may attach a greater importance. The Ventavon bill was passed to its third reading yesterday, and the Senate bill will be brought up in a week. Thus is the Septennate endeavoring to emerge from the *provisoire*.

GREEN'S OBSTRUCTIVENESS.—The absurd refusal of Mr. Green to pay the salaries of the Aldermen on Tuesday last, because two persons claiming to have been elected "Assistant Aldermen"—an office abolished by the charter—protested against such payment, is only another exhibition of the Comptroller's annoying and impertinent obstructiveness. The Mayor has had occasion to take Mr. Green to task for his neglect to either accept or reject the salaries offered on the bond of the printer of the City Record. Mayor Wickham reminded Mr. Green that he is a subordinate in the city government, that his duties are defined in the charter, and that he has no business to assume powers that do not belong to him and to virtually set himself up above the Mayor and Commonality. The Mayor should at once put a stop to the petty tyranny Mr. Green seeks to exercise over all public officers of whom he does not stand in fear.

## Providence as a Street Cleaner.

The citizens of New York, no doubt, properly grateful, as they ought to be, for the many favors they receive at the hands of Providence. But especially should they be thankful for the evidences of Divine care manifested in the occasional cleansing of our filthy, fever-breeding streets by grace of the weather. But for this beneficence business would be wholly stopped during a great portion of the year, and disease would carry off a large percentage of our idle population. A portion of Broadway, and probably Fifth avenue, might be rendered navigable and habitable through the instrumentality of what is humorously called the Street Cleaning Bureau, and, according to a morning contemporary, this much work would satisfy the taxpayers that they are receiving the worth of their money. But as to all other parts of the city, the avenues and streets where the business of the metropolis is done and where the great mass of the population lives, they are left wholly in the hands of Providence, and the people should be duly grateful that Providence sometimes comes to the rescue and performs the duties for neglecting which the Street Cleaning Bureau demands eight hundred thousand dollars a year out of the city treasury.

Still, we would suggest to the heads of that bureau the propriety of extending a little aid or co-operation to Providence. They draw an enormous amount of money out of the pockets of the people—some million dollars a year—and they can keep it or pay it out to their army of invalids for all that Providence cares. But they might at least set a few men to work on other streets than Broadway and Fifth avenue, opening the gutters and culverts so as to allow the water and slush to run into the sewers, after the snow has been melted by the thaw and the rain, instead of leaving them to overflow the sidewalks, flood basements and render the roads navigable streams. At present the Street Cleaning Bureau not only fails to clean the streets but obstructs the beneficent labors of Providence in that direction. Yesterday two or three hundred able-bodied men could have rendered the entire lower part of the city below the City Hall navigable by clearing the gutters and opening the culverts. As it was, the movement of heavy loads was suspended, carriage driving was almost impossible and the sufferings of foot passengers were deplorable. It is probable that a continuance of the present weather may clean the streets without the aid of the bureau. But we insist that the men who draw a million dollars a year out of the public treasury must do something more than cart the slush from "Broadway as far as Union square" and "take Fifth avenue in hand" before they can persuade the people that they get the worth of their money and that "a new era has dawned upon the city."

## Pennsylvania Entertainments.

The Pennsylvania politicians never do things by halves, and when one of them begins to thunder it thunders all along the sky. Mr. J. D. Cameron, son of the Senator, brought him of giving a little dinner to Senator Wallace, who got the place in the Senate that young "Don" wanted. It was an occasion for a feast if there ever was one, and while the venerable statesman was speeding his son's parting guests, another statesman, not so venerable—indeed, in the language of the day, a statesman who was a little "fresh"—got up a very different kind of entertainment on his own account. Almost while Wallace was slipping republican champagne in the house of the young politician there was heard the cry of Wolfe in the Capitol. Wallace sat down to dinner in the republican fold, but Wolfe refused to be seated at the request of the democratic shepherd, and seemed intent on devouring the democratic lamb. Nothing like it was seen or heard since the days of the Buckshot War, when Thaddeus Stevens made his famous retreat through a window of the Senate Chamber, and Governor Riker asked for United States troops to suppress a legislature. These were days of great partisan bitterness, days when no democratic Senator would drink the wine of his whig colleague, and we are inexpressibly pained that the wolves should howl at the very moment of the display of so much good feeling in the Cameron mansion. The worst of it is that nobody is satisfied with either entertainment. The democrats think Wallace should not have eaten "Don" Cameron's dinner, fearful that there is more in Sam Ward's philosophy than democratic Horatians ever dreamed. Being disposed to be charitable, we prefer to believe, however, that the dinner will do the young Senator no injury, except to his digestion. If his stomach escapes his honor may also go uncorrupted. But the legislative entertainment is a more serious matter, and we would be slow, indeed, to perceive the fitness of things if we did not see in it another opportunity for General Grant. The situation at Harrisburg was almost identical with that at New Orleans a month ago. While the democratic Speaker was in the chair, it is said, a riot took place in the Assembly Chamber. Pistols were drawn and authority was at an end. Above the noise and excitement was heard a cry for "Sheridan" and another for "Grant and his troops." Evidently there was anarchy here, and we now await with anxiety the decision of His Excellency. Will General Grant restore order to Harrisburg? Will he march soldiers to Harrisburg, so that if Mr. Cameron or anybody else wants to give a little dinner upon the model of these little affairs of Mr. Ward's there shall be no danger of disturbance from the "banditti" of Capitol Hill? The question is one of the utmost importance, and it cannot be disregarded by the President if he would deal in the same spirit with all parts of the country.

MR. SEWARD'S BILL for the paving of Fifth avenue with a concrete pavement from Washington square to Ninetieth street will no doubt be welcomed by the residents in that avenue and our citizens generally as the promise of something better than the present dangerous and disgraceful pavement. The street is of necessity the most important drive in the city, and its condition is now so deplorable that any proposition for its improvement can scarcely fail to be acceptable. Still, the Legislature ought to bear in mind that many of our citizens are of opinion that a macadamized road, the advantages of which are well established, would be preferable to any concrete pavement for such a splendid avenue.

## The Lost Bill King.

The mystery in reference to that distinguished Christian statesman, Bill King, continues without abatement. As our readers will perhaps remember, Bill King is the newly elected member of Congress from Minnesota. For many years he was Postmaster of the House of Representatives and a great admirer of the Hon. Schuyler Colfax, who was his model of political propriety and his example in statesmanship. During his services in the House he was brisk, busy, eager, sharp-witted and exceeding thrifty man. In the course of a few years he saved enough out of a small salary to become one of the richest men in the Northwest. Unlike many Christian statesmen, Bill earned his money before he went into Congress, and during the last canvass he crowned his career by accepting from the hands of a grateful constituency the privilege of sitting with the Syphers, the Whittemores, the Rodericks Butlers and their successors who now rule this blessed land.

When Congress assembled Bill King was in the active enjoyment of health and prosperity, having obtained several farms by prudence and thrift. Anxious, like President Grant, to improve his stock, he started for the Canada frontier to buy a ten thousand dollar bull. This bull was of a remarkable breed. Those who know the delicate points of Bill King's character know that his object was to become a member of the Senate. He had become a member of the House by his Christian character, and he wished to become a Senator by his agricultural knowledge. He reasoned that the capture of a ten thousand dollar bull, and the taking of it back to Minnesota, would be to establish such a claim upon the gratitude of the pastoral people of that noble community as to insure his triumphant choice as the successor of Senator Ramsey. As we have said, Bill King was last heard from travelling toward the Canada frontier, looking for his ten thousand dollar bull. Since then no one has seen him. The Sergeant-at-Arms cannot find him. The Committee of Ways and Means cannot reach him. He is insensible to letters, to published cards and statements, to the gentle but peremptory influence of a subpoena. The Legislature of Minnesota have passed resolutions of the most interesting and suggestive character, but he makes no response. His fate is as much a mystery as that of Tom Fields, Harry Genet or Dick Connolly, or even poor little Charley Ross. The fact that a statesman of so much eminence and purity, so many Christian virtues, such refined, pastoral tastes, so widely known and so universally beloved—the fact that such a man should so suddenly disappear from the public sight is a disgrace to our civilization and to the administration of justice. Is there no way of finding Bill King? Even if we knew that he were dead it would be a sad consolation. Our anxieties would come to an end and the citizens of the District which now mourns a member could elect a successor.

THE CAMERON.—If the Pennsylvania elections deprived Senator Cameron of having his son as a colleague he is still not altogether inconsolable, for the defeat of Carpenter shows that the clan is still strong in promising sons. Though we lost Donald we now have Angus.

THE INTERMINABLE CAMBRET WAR in Spain seems not to have suffered much from the accession of the boy King to the throne beyond the cable despatch that "the government troops are advancing victoriously." Yet this is not exactly new.

## PERSONAL INTELLIGENCE.

"The Maskelynes" is the name of Annie Thomas' last novel.

Fifty-one whales were driven ashore by a recent storm in the Orkneys.

Captain A. K. Hughes, United States Navy, is quartered at the Elgin House.

Colonel Stanton Duncan, of Kentucky, is sojourning at the New York Hotel.

John Bull gathered in last year \$25,000,000 in customs duties on unmanufactured tobacco.

Next summer the Emperor of Brazil will visit Russia, returning home by way of this country.

Colonel George W. Patten, United States Army, has taken up his quarters at the Coleman House.

Judge Charles L. Woodbury, of Boston, is among the latest arrivals at the New York Hotel.

Mr. R. B. Angus, manager of the Bank of Montreal, is residing temporarily at the Brevoort House.

His name was Hamlet, and he was a sexton at Norton, in England, and he was killed by falling into a newly made grave.

The young Duke of Medina Coeli has just married a niece of the Empress Eugenie. The house of Medina Coeli is descended from the last of the seven sons of Lear.

Senator-elect Francis Kernan arrived in this city yesterday from his home at Utica, and is at the Windsor Hotel.

Senator John B. Gordon, of Georgia, arrived at the Grand Central Hotel yesterday morning, and left last evening for Washington.

Guillaume Guizot has officially offered to M. Rouher, representative of the Empress Eugenie, \$5,000, in payment of his "debt" to the late Emperor; but the money has been declined.

Which of the Generals is that is taken to take in France the same step that was taken by Primo de Rivera in Spain, and determine the strife of parties by calling in the son of the former sovereign?

Workmen are now busy in Père la Chaise on a splendid monument to General Le Comte and Clement Thomas, the two soldiers who were offered as human sacrifices in the Communist orgie of 1871.

The Paris *Pigaro* is working earnestly at a "new idea." This new idea is to keep people in the habit of advertising their various wants in its columns. Hitherto Paris journalism has been ignorant of this source of interest and revenue.

Now they tell of a photographic apparatus by which a plate, kept permanently sensitive, can be put in a pocket on the watch chain, and with which the holder can secure the portrait of a person he sees anywhere, without the knowledge of that person.

M. Francis Guerin has arrived at Paris from the Cape of Good Hope, with a diamond which he found in an abandoned mine at the Devil's Table. This diamond is estimated worth 7,000,000, but the possessor has not yet found a customer.

Two Paris journals, the *Figaro* and the *Gaulois*, have been warned that the government will punish criticism of the Assembly and the President if it finds the criticism too sharp. Naturally, this standard must take into consideration whether the victims are thin skinned, and journalists are, therefore, very much afraid as to how they may write.

Mlle. Rosalie Colton, of Epinal, France, wants her beloved country to hand over to her 100,000,000, or \$20,000,000. She claims this as the heir of Jean Thierry, who died 200 years ago. Jean was the son of a shoemaker and ran away from home. He acquired a fortune and died at Venice, leaving his money to his heirs in France. In the meantime his property was in the custody of the Bank of Venice. It was difficult to determine, in the number of claimants, who were the heirs, and this doubt had not been solved when Bonaparte seized the treasure of the rich city, Thierry's fortune with the rest. By that act, it is claimed, the French nation became responsible to Thierry's heirs.